

Gaining in Popularity
'PRINZ LUDWIG'
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Pints
\$16.00.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

DISTILLERS CO., LTD.
EDINBURGH
OLD TOM
AND
D. C. L.
DRY GINS
Per Dozen \$8.50.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

No. 18,204

號七廿月七年五零百九千一英

HONGKONG, THURSDAY, JULY 27, 1905.

日五廿月六年巳乙

PRICE, \$3.00 Per Month.

Intimations.

WANTED.

A CHINESE CLERK, with some experience of G. down work. A thorough knowledge of English necessary. Apply to
Care of 'CHINA MAIL' Office.
Hongkong, July 26, 1905. 1424

SITUATION WANTED.

A YOUNG ENGLISH GENTLEMAN desires Position as Storekeeper, or any similar post. Best references. Apply to
Care of 'CHINA MAIL' Office.
Hongkong, July 26, 1905. 1423

WANTED.

A COMPRADORE by a European Firm doing Piece Goods and General Business. Must furnish Security for \$50,000. Apply to
Care of 'CHINA MAIL' Office.
Hongkong, July 5, 1905. 1301

NOTICE.

MR. M. K. NEWMAN'S Connection with the Underigned ceased on the 15th Inst.
F. KIENE,
EQUITABLE LIFE ASSURANCE SOCIETY OF THE U.S.
Hongkong, July 26, 1905. 1426

BOARD AND RESIDENCE.

FOR ONE GENTLEMAN in Private Family. LOWER CASTLE ROAD. Apply to
Care of 'CHINA MAIL' Office.
Hongkong, July 26, 1905. 1427

OSAKA SHOSHEN KAISHA.

HONGKONG OFFICE.

It is hereby notified that during the temporary absence of the undersigned from this Colony, Mr. S. HIRAI will have the CHARGE of this Office.
T. ARIMA,
Manager.
Hongkong, July 25, 1905. 1420

NOTICE.

IMPERIAL BANK OF CHINA.
THE HONGKONG BRANCH of this Bank will be CLOSED on and after 1st AUGUST Next.
Customers are requested to send in their Claims promptly.
By Order of the Directors,
E. W. RUTTER,
Manager.
Hongkong, July 22, 1905. 1404

THE HONGKONG ELECTRIC COMPANY, LTD.

THE CERTIFICATE for the Shares numbered 1937, 1938, 1939, 1940, and 1941 which are fully paid up, standing in the name of Miss HIRAI MOSES REUBEN O'HEN, having been declared lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company on or before the 31st July, a New Certificate will be issued by the Company, and the Old Certificate will thereafter be held null and void.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, July 22, 1905. 1407

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

M. THE KING and THE PRINCE OF WALES

Supplied at all the Leasing Clubs and Hotels and to be obtained from LANE CRAWFORD & Co., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain R. D. Theobald.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KISSAN, 1,995 tons, Captain J. J. Lousier.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

Canton-Wuchow Line.

s.s. SAINAM, 583 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms:—From 12s. per day. TOWN OFFICE:—3, DUNDALL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL.' 18

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

N. LAZARUS, OPTICIAN, 10, D'AGUILAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUKFORD, Manager.
Hongkong, October 1, 1904. 1797

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate, and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

D. MAHER,

77, WYNDHAM ST., HONGKONG.

ALL kinds of SEWING MACHINES BOUGHT, SOLD or EXCHANGED.
Repairs executed, expert advice given on all classes of Sewing Machines.
ORDERS BY POST RECEIVE PROMPT ATTENTION.
Hongkong, July 5, 1905. 1320

SELECT BOARD & RESIDENCE

AT 'BRAESIDE.'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. The view of the Harbour. Terms Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD, (Late of 'TANG YUEN').
Hongkong, June 19, 1905. 97

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD AVENUE.

HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CHARBETTES are fresh, as we make them every day. We can recommend them as first-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.
T. E. P. SPIROPOLOS, Proprietor.
Hongkong, February 15, 1905. 335

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

CHIEE WING & CO. 24 & 26, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL SORTS OF COPPER, BRASS, STEEL IRON WARE, &c.

STEEL GIRDERS AND TIES, CORRUGATED IRON, PIPE, IRON, &c.

Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 22, 1904. 1627

MEE OHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs.

ENTRANCE TO A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR.

Hongkong, February 15, 1905. 1587

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN BAGS OF 1 cwt. each.

OFFICE: 6, DES VOEUX ROAD.

COMMENCING 1st AUGUST NEXT.

LANE, CRAWFORD & Co.

WILL OFFER FOR ONE MONTH ONLY THEIR STOCK-IN-TRADE (with exception of WINES, SPIRITS AND GROCERIES), COMPRISING:

GENT'S OUTFITTING AND TAILORING GOODS, HATS, BOOTS, UNDERWEAR, SHIRTS, etc.

LADIES' HATS, COSTUMES, etc.

CHINA and GLASSWARE, DINNER SETS, TOILET SETS.

EVERY DESCRIPTION OF ELECTRO-PLATED WARE

HOUSEHOLD AND COOKING UTENSILS, CUTLERY, and GENERAL HOUSEHOLD DEPARTMENT.

BEDSTEADS, SPRING MATTRESSES, BEDDING, CARPETS, RUGS, CURTAINS, CRETONNES, TABLE COVERS, HOUSEHOLD LINEN, TOWELS, etc.

PIANOS and MUSICAL INSTRUMENTS.

THE WHOLE OF THE ABOVE WILL BE OFFERED AT A REDUCTION OF 20 PER CENT. FROM THE USUAL PRICES (FOR CASH ONLY).

LANE, CRAWFORD & Co.

143, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED, WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, November 2, 1904. 1985

HOTEL BALTIMORE (LATE HOTEL AMERICA) 2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

Terms Reasonable. Apply to THE MANAGER.

Hongkong, June 11, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL CENTRALLY SITUATED.

2-3 MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 29, WYNDHAM STREET.

Hongkong, September 6, 1904. 1635

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 per case.

LATEST WARD:

GOLD MEDAL

AT ST. LOUIS EXHIBITION.

Hongkong, July 27, 1905. 3110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2853

CHEAP CLEARANCE SALE

PRIOR TO REMOVAL.

FAIRALL & CO.

Are offering the Whole of their Stock at exceptionally Low Prices.

SALE COMMENCES ON 26th JULY.

Hongkong, July 24, 1905. 2096

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE. WIDE EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

2184

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

1411

THOMAS' HOTEL.

REDUCED SUMMER RATES.

BOARD & LODGING BY THE DAY \$3.00 AND UPWARDS.

BOARD & LODGING BY THE MONTH \$30.00 AND UPWARDS.

All the Three Meals, \$45.00 per month. Dinner & Dinner, \$35.00 per month.

For further particulars, apply to THE MANAGER.

Hongkong, July 15, 1905. 1411

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT

IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOKS.

From TOKYO to TIFLIS: Unconquered Letters from the War, by McKenna.

Numerous Illustrations from Photographs ... \$4.00

POPULAR BOOKS: BOUND IN CLOTH, 60 CENTS EACH.

Oliver Twist, by Dickens. Shirley, by Bronte.

Night and Mor by Lytton. Westward Ho, by Kingsley.

Heart of Midlothian, by Scott. Jack Hinton, by Lewis.

Scarlet Letter, by Hawthorne. Kenilworth, by Scott.

Ingoldsby Legends, by Cooper. Pathfinder, by Cooper.

Uncle Tom's Cabin, by Eliot. Adam Bede, by Eliot.

Memoirs of the Floss, by G. Elliot. Barnaby Rudge, by Dickens.

KUPPER'S PILSENER BEER.

The best PILSENER in the East; and for Kupper, and see that you get it.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

SOLE AGENTS 15, QUEEN'S ROAD CENTRAL.

Hongkong, July 5, 1905. 3110

only whilst they are in Australian ports and waters, but whilst they are sailing the high seas.

The Shipowners' Parliamentary Committee's letter points out that not only in regard to the negligence clause, but in many other respects, the Australian Navigation Bill runs counter to the Imperial Act and current regulations. For instance, clause 38 prescribes a scale according to which every vessel must be warranted, which differs considerably from the practice of shipowners in this country. Clause 298 requires that the loss of every British ship happening in any part of the world shall be confined to the Government of Australia. Part IV. of the Bill, dealing with unseaworthiness, load-line, inspection of provisions, and survey of ships in the Colony, applies to all British ships, but not to all foreign ships. It applies only to foreign ships carrying passengers or cargo from Australia to any port in the British dominions; foreign ships carrying passengers and cargo from Australia to foreign ports are not subject to it. Foreign ships will therefore be free from the serious expenses which are thrown on British ships and thus the latter will, by the action of a British Colony, be handicapped as against foreign countries.

Another result will be that freights from Australia to the Continent of Europe will be lower than those from Australia to the U.K.—a further handicap. A Royal Commission is now sitting in Australia on the Navigation Bill. The Colonial Secretary desires that his letter, and that of the Shipowners' Parliamentary Committee should be brought before the Commission; but in view of the urgent importance of this question at issue he proposes a special Conference here, with the object of attaining as much uniformity as is feasible in shipping legislation, and of removing ambiguities which lead, or are likely to lead, to litigation and confusion. One thing which should be brought home to the mind of the Australian community is that it will be distinctly to their own prejudice if in their shipping legislation they impose disabilities on British shipping. If they rule out the negligence clause they will have to pay higher freights, for shipowners will have no alternative but to put up their rates. It is to be hoped that the suggested Conference will be brought together, and that the discussions may result in a thorough understanding all round and the establishment of uniformity.

MOTORS IN CHINA.

Not long ago an American dentist introduced a motor-car into Hongkong. The colony is anything but a suitable locality for motoring, for except in the immediate neighbourhood of the town itself the streets are extremely hilly and very narrow. The dentist's car seems, however, to have appealed to the natives even more than to the white population, for several rich Chinese merchants have now bought cars. These they manipulate themselves, cleverly enough, and they may often be seen taking their women-folk for a run through the town of Victoria and down to the Happy Valley, to the evident delight of the occupants and of the pig-tailed spectators. Shanghai is going ahead with motors even more than Hongkong, and quite recently with a flourish of trumpets a few local automobilists inaugurated there the 'Automobile Club of China.' They wanted to call it the Automobile Club of Asia, but found that the title had already been appropriated by a Bombay club. Seemingly, the Shanghai motors are vehicles that have soon better days, for it is suggested that the potholes of the various creeks in the town have become less objectionable, in comparison with the legacy the cars leave behind them.—*London Standard.*

Be Firm.

WHEN you ask for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, do not allow the dealer to sell you a substitute. Be firm in your conviction that there is nothing so good. This medicine has been tested in the most severe and dangerous cases of cramps, colic and diarrhoea, and has never been known to fail. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1379

Dr. M. H. CHAUN.

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, July 22, 1905. 1386

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET, CANTON.
March 10, 1905. 613

S. T. TING,
Surgeon Dentist,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 629

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meats. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905. 532

HOTEL METROPOLE,

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS and OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. H. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S.

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905. 972

CINEMATOGRAPH SHOW.

THE BEST EVER SEEN IN HONGKONG.

A FINE EXHIBITION OF THE MOST INTERESTING PICTURES OF THE RUSSO-JAPANESE WAR.
NEW FILMS JUST ARRIVED.

TWO SHOWS EACH EVENING.

7.30 to 9.00 p.m. and 9.15 to 11 p.m.

1st CLASS.....50 CENTS; 2nd CLASS.....30 CENTS; 3rd CLASS.....15 CENTS.
TENT OPPOSITE CENTRAL MARKET.
JAPANESE CINEMATOGRAFE CO.
Hongkong, July 25, 1905. 1418

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (Refrigerated).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1902. 1323

VICTORIA HOTEL,

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced

European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor.

Hongkong, June 6, 1905. 482

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Gardens.

MODERATE CHARGES.

J. W. OSBORN, Proprietor and Manager.

Hongkong, November 22, 1904. 1382

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Court House).

NO. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904. 1374

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'China Mail.'

Price Fifty Cents.

To be had at the 'China Mail Office'

5, Wyndham Street.

RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcuts.

[Reprinted from the 'China Review.']

One of the Best Sketches of Formosa Life yet written.

Price £1.00.

'CHINA MAIL' Office, 5, Wyndham Street Hongkong.

Contractors.

SHUN LEE & CO.,

SHIPBUILDERS, BLACKSMITHS & CARPENTERS.

All kinds of Timber For Sale.

No. 50, PRAYA, WANCHAI.

C. CHUNG HEE, Manager.

Hongkong, March 20, 1905. 602

SING YUEN,

CONTRACTOR AND HOUSEBUILDER.

No. 33, D'AGUIAR STREET.

CONTRACTOR to the S.M.S. & Co.

We keep a large stock of Building Materials also Timber at very Low Prices.

Hongkong, March 22, 1905. 613

Lam Woo & Co.,

(Formerly Lin Woo & Co.)

No. 12, LEE YUEN STREET (WEST).

CONTRACTOR AND HOUSEBUILDER.

CONTRACTOR to H.B.M.'s Government and War Department.

We have always in Stock a large supply of Building Materials. All communications please address to Mr. Lam Woo.

Hongkong, March 3, 1905. 460

Yau On,

HOUSEBUILDER AND CONTRACTOR.

No. 40, HOLLYWOOD ROAD.

CONTRACTOR to the Admiralty and Chinese Government. Matched

Builder, and House Painter. Always in stock a large supply of Building Materials.

Hongkong, March 10, 1905. 619

KENG TAK CHEONG,

GENERAL CONTRACTOR

For preparing

SITE, BUILDING and REPAIRATION WORKS.

BLACKSMITH, JETTY and LIGHTER

BUILDERS and MASONS.

CONTRACTOR to the War Department, &c., &c. Every Order promptly attended to. 1st Class Testimonials. Communications please address to Mr. T. KENG.

Hongkong, March 22, 1905. 611

KWONG HEP LOONG

CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

BOILER MAKERS, BRASS AND IRON FOUNDERS.

Office:—No. 64, DES VŒUX ROAD CENTRAL.

ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are next to Cosmopolitan Docks (Sun Siu Poi) and can accommodate any craft of 160 feet long. We have at present a new fast Steam Launches for Sale.

Hongkong, February 25, 1905. 396

KWONG FOK CHEONG

SHIP'S CARPENTER.

BOAT and LAUNCH BUILDER.

ENGINEER and ROILER MAKER.

HAS EVERY KIND OF TIMBER FOR SALE.

55, PRAYA EAST, HONGKONG.

Hongkong, March 20, 1905. 591

QUONG YICK,

CONTRACTOR AND HOUSEBUILDER.

No. 37, QUEEN'S ROAD EAST.

CONTRACTOR to H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices.

Hongkong, March 20, 1905. 593

TUNG ON,

CONTRACTOR AND BUILDER.

No. 26, D'AGUIAR STREET.

CONTRACTOR to H.B.M.'s Government, &c., &c. Communications please address to Mr. TAN SENG. Also every kind of Building Materials for Sale.

Hongkong, March 23, 1905. 624

Contractors.

AH-PONG.

SHIP AND HOUSE PAINTER, GILDER, GRAINER, and SCRAPER, CARPENTER and CARPENTER.

No. 44, DES VŒUX ROAD CENTRAL.

Hongkong, February 20, 1905. 383

A WING & CO.

CONTRACTORS & HOUSEBUILDERS.

No. 74, QUEEN'S ROAD EAST.

ALL Communications, please address to Mr. ANDREW TSANG WING.

Hongkong, February 18, 1905. 358

TUNG LEE,

(Late A. TAY.)

SHIPBUILDER, BOATBUILDER AND SHIP'S CARPENTER.

BLACK SMITH and CARPENTER.

Office: 374, DES VŒUX ROAD WEST.

Workshop at YAU MATI.

Hongkong, March 22, 1905. 612

HUNG SHING,

BUILDING CONTRACTOR.

No. 37, D'AGUIAR STREET.

CONTRACTOR to H.B.M.'s Government, &c., &c.

Hongkong, March 23, 1905. 623

Tung Tai Tseung Kee Co.

ENGINEERS AND SHIPBUILDERS.

IRON AND BRASS FOUNDERS.

BOILER MAKERS AND FURNACE-BUILDERS.

No. 55, PRAYA EAST, WANCHAI.

Hongkong, February 18, 1905. 358

K. Shiu Tai & Co.

HONGKONG & WANCHAI.

HEAD OFFICE:—117-119, DES VŒUX ROAD, HONGKONG.

NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS.

Wholesale and Retail in Provisions and Tinned Goods, &c., &c.

K. SHIU TAI, General Manager.

Hongkong, March 10, 1905. 511

THE PO YICK COY.

CONTRACTORS & HOUSEBUILDERS.

No. 259, QUEEN'S ROAD EAST, WANCHAI.

CONTRACTORS to H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices.

Hongkong, February 18, 1905. 337

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NAVAL CONTRACTORS, AND COAL MERCHANTS.

HAVE always on hand launch kept for Pleasure parties and for Towing purposes.

PRICES VERY MODERATE.

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Hongkong, December 1, 1904. 1791

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CONTRACTOR AND HOUSEBUILDER.

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CONTRACTOR to H.B.M.'s Government, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable prices.

Hongkong, March 22, 1905. 614

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YACHT AND BOAT BUILDER.

CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith. GENERAL CONTRACTOR.

PRAYA EAST, WANCHAI, HONGKONG.

Hongkong, February 13, 1905. 307

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CONTRACTORS AND BUILDERS.

No. 59, DES VŒUX ROAD CENTRAL.

Contractors to H.B.M.'s Government.

We always keep a large stock of BUILDING MATERIALS at Reasonable Prices.

Hongkong, February 20, 1905. 364

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CONTRACTORS to H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We defy Competition.

Hongkong, March 10, 1905. 512

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the 'China Mail.'

For Sale at the 'China Mail Office,'

Price \$1.00.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

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SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert Hart's Schemes for the Improvement of China.

Reprinted from the 'China Mail.' To be had in pamphlet form at this Office.

Price 50 Cents.

Hongkong, July 4, 1904. 1237

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Admiralty	despatch-vessel	1700	12	9000	Comdr. Richard M. Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	18,500	Capt. R. N. Urmesmy	Weihaiwei
Arun	torpedo boat destroyer	550	6	7000	Lt.-Comdr. R. Henniker-Beaton	Weihaiwei
Aurora	cruiser, 2nd class	4300	10	3900	Captain R. G. Tufnell	Shanghai
Bombardment	cruiser, 2nd class	4300	10	7000	Capt. H. H. Torlesse	Weihaiwei
Cadmus	sloop	1070	6	1400	Comdr. Luard	Yangtze
Cherub	water tank and tug	300		300		Hongkong
Clio	sloop	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Yangtze
Diadem	torpedo-boat destroyer	560	6	7000	Lt.-Comdr. H. E. Sullivan, R.N.	Weihaiwei
Drone	cruiser, 1st class	11,090	16	18,500	Capt. H. W. Savory, R.N.	Weihaiwei
Edith	torpedo-boat destroyer	551	6	7000	Lieut.-Comdr. R. H. Baring	Weihaiwei
Edith	torpedo-boat destroyer	560	6	7000	Lieut.-Comdr. Lewis	Weihaiwei
Emma	torpedo-boat destroyer	550	6	7000	Lieut.-Comdr. A. F. Everett	Weihaiwei
Emma	torpedo-boat destroyer	550	6	7000	Lieut.-Comdr. A. F. Everett	Weihaiwei
Glory	torpedo-boat destroyer	12,850	14	21,000	Lieut.-Comdr. A. H. Buxton	Weihaiwei
Glory	torpedo-boat destroyer	275	6	4000	Captain Gen. Walter G. Sturford	Hongkong
Hardy	torpedo-boat destroyer	275	6	4000	Lieut.-Comdr. J. May	Weihaiwei
Haze	torpedo-boat destroyer	275	6	4000	Lieut.-Com. H. H. Buxton	Weihaiwei
Hilda	Special Torpedo-vessel	6400	—	2400	Capt. E. R. H. Christie	Weihaiwei
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Hogben	cruiser, 2nd class	3600	8	9000	Captain W. B. Fanning	Weihaiwei
Hogben	torpedo-boat destroyer	550	6	7000	Lieut.-Comdr. O. Seymour	Weihaiwei
Horus	torpedo-boat destroyer	550	6	7000	Lieut.-Comdr. W. B. Darwell	Weihaiwei
Horus	river gunboat	815	4	1200	Lt.-Comdr. R. V. R. Dugmore	Yangtze
Horus	river gunboat	180	4	800	Lt.-Comdr. R. B. Noble	West River
Horus	torpedo boat destroyers	350	4	6500	Lieut.-Comdr. J. Kiddle	Weihaiwei
Horus	Surveying-vessel	835	4	450	Comdr. C. L. Moore	Surveying
Horus	river gunboat	65	2	450	Lt.-Com. R. E. Vanebo	Hongkong
Horus	river gunboat	65	2	450	Lt.-Com. H. E. Astry	West River
Horus	cruiser, 2nd class	3600	8	9000	Capt. C. H. E. Moor	Yangtze
Horus	river gunboat	85	2	450	Lt.-Comdr. Davison	Yangtze
Horus	cruiser, 1st class	12,000	14	31,600	Captain Wm. L. Gurn	Hongkong
Horus	torpedo boat destroyer	550	6	6500	Reserve	Hongkong
Horus	receiving ship	4500	6		Commodore Dicks	Hongkong
Horus	river gunboat	160	4	600	Lt.-Comdr. E. Searcy	Yangtze
Horus	torpedo boat destroyer	355	6	6800	Lieut.-Comdr. A. Gregory	Weihaiwei
Horus	river gunboat	100	2	450	Comdr. R. V. Clark	Surveying
Horus	torpedo boat destroyer	550	6	7000	Lieut.-Com. C. J. L. Strong	Weihaiwei
Horus	river gunboat	193	2	800	Lt.-Comdr. G. E. Spicer-Eaton	Upper Yangtze
Horus	river gunboat	180	2	600	Lieut.-Com. C. J. F. Whitton	Upper Yangtze
Horus	river gunboat	150	2	600	Lieut.-Com. J. W. R. Rux	Upper Yangtze

BY TELEGRAPH.

THE FOURTH TEST MATCH.

AN INNINGS VICTORY FOR ENGLAND.

Australian Batting Collapse.

Wet Wicket Responsible.

LONDON, July 26, 4.25 p.m.

Rain delayed the start of the third day's play in the fourth test match of the year, but after the rain had stopped the umpires inspected the wicket and decided that it was fit to play upon.

Hill (not out 26) and Duff (not out 58) therefore resumed the Australian's second innings.

Then followed a 'rot'. Hill added two only and Duff one, and both were out.

Noble and Gehr were the only other two to reach double figures, while Cotter and Darling were dismissed without having scored.

The innings only realised 169 runs. The Australians were, therefore, beaten by an innings and 80 runs.

Brearely, the Lancashire bowler, took eight wickets for 126; Rhodes five for 61; and Arnold four for 88.

General regret is expressed at the bad luck experienced by the Australian Eleven.

The scores are—

ENGLAND.

First Innings ... 440

AUSTRALIA.

First Innings ... 197

Second Innings ...

V. Trumper ... 30

R. A. Duff ... 60

C. Hill ... 27

W. W. Armstrong ... 9

C. McLeod ... 6

J. J. Kelly ... 5

J. Darling ... 0

A. Cotter ... 0

D. R. A. Gehr ... 11

M. A. Noble ... 10

Sundries ... 5

Total ... 169

BOWLING.

England's First Innings.

C. McLeod ... 5 ... 125 ... 25.00

M. A. Noble ... 2 ... 33 ... 16.50

W. W. Armstrong ... 1 ... 93 ... 93.00

F. Laver ... 1 ... 73 ... 73.00

A. Cotter ... 0 ... 83 ...

AUSTRALIA'S FIRST INNINGS.

W. B. Brearely ... 4 ... 72 ... 18.00

E. G. Arnold ... 2 ... 53 ... 26.50

W. Rhodes ... 2 ... 25 ... 12.50

F. S. Jackson ... 2 ... 26 ... 13.00

G. H. Hirst ... 0 ... 12 ...

Second Innings.

W. B. Brearely ... 4 ... 54 ... 13.50

W. R. Rhodes ... 3 ... 36 ... 12.00

E. G. Arnold ... 2 ... 35 ... 17.50

G. H. Hirst ... 0 ... 19 ...

F. S. Jackson ... 0 ... 20 ...

Nature's Pyrotechnics.

The thunder which pealed over Hongkong last night, accompanied by the vivid flashing lightning, was a sight, viewed from the higher levels, which one rarely sees. It was as though one was in London at the Crystal Palace witnessing a grand display of fireworks, though such a display would have suffered in comparison with the thunderstorm we had last night. At times the ships in the harbour could be plainly seen, the "Empress" (in her white paint) and the "Athenian" (with her yellow funnel) standing clearly out against the dark background of the Kowloon shore.

The Typhoon.

The sudden change in the weather yesterday and the hoisting of the typhoon signal notified residents that a typhoon was hovering about. The black drum (signifying that the typhoon was east of the Colony but within 300 miles) was hoisted at 5.15 p.m. yesterday. A regular gale was blowing in the harbour at the time and junk and sampans were fleeing to shelter or had already fled. During the evening the wind freshened but subsequently lulled and at 6.45 this morning the Black Cone, point upwards, was placed above the drum. The typhoon, therefore, had moved to the north-east. Finally as the typhoon had worked its way northwards and had entered the coast between Swatow and Amoy the signal was lowered. At 12.30 to-day the depression was lying north of Amoy.

Contracted Chronic Diarrhoea While in the Philippines.

WHILE with the U.S. Army in the Philippines, I contracted chronic diarrhoea. I suffered severely from this terrible disease for over three years and tried the prescriptions of numerous physicians, but found nothing that did me any good until I tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, two small bottles of which entirely cured me. I have since had no return of the disease. HENRIAS STRAIN, 212 N. Union, Ayer, Pueblo, Colorado, U.S.A. For sale by All Dealers, WATKINS & Co., Ltd., General Agents.

At the Legislative Council this afternoon the Colonial Secretary laid on the table a minute as to the effect of Government Market rents and Slaughter house fees upon the retail selling price of beef and mutton. His reason for doing so he said was in consequence of certain reports in the press and elsewhere as to the effect those fees had on the price of meat. This minute declares that the increase in the price of meat caused by these fees is \$0.00859 per lb.

When an estimate is not an estimate! During the consideration of the Supplementary Estimates at the Legislative Council to-day the Hon. Mr. Shawan called attention to the estimate on Store Account, which was set down as \$100, whereas the actual expenditure was \$118,400.14. He thought a much nearer estimate might have been given.

Hon. Mr. Chatham pointed out that the \$100 was not an estimate; it was simply put there to have a vote on which they could charge accounts—to keep the vote on the estimates.

Hon. Mr. May said that it was merely a matter of accounts. The stores were handed out as required and it would not be right to estimate \$100,000, without knowing what it was for.

Hon. Mr. Shawan—It is curious to call it an estimate if it is not one.

The Chinese Government has just issued a proclamation dealing with the present condition of the army, the drill, and the weapons, to which, partially at least, up to the present it has been wedded. After the customary references to the past, the victories and glory won by the bow, especially by the cavalry archers, it points out that the times have changed, the weapons too have changed, and China must change with them. No further instruction is to be given in the use of the bow. Men are to be encouraged to enlist in the army. Whenever officials go out with a bodyguard, instead of being accompanied with the crowd of useless attendants, as of old, whose presence is suggestive only of a past greatness, the retinue must all be trained soldiers, and must bear modern weapons. Soldiers are to be promoted according to efficiency, and new regulations are to be applied throughout the entire army. This points to a development, which everybody saw must come, and is the first step in the new energy which will not be without its influence on China's future, and in all the intercourse which other nations will have with her.

Information has been received that the H. T. "Dunera" will leave England on the 4th November, and is due to arrive here on the 14th December, with relief, and will leave on the 22nd December for England.

To-night's Theatrical Performance.

At the Theatre Royal to-night the Bandmann Comic Opera Company open a short season in Hongkong, during which they will perform the most popular comic operas of the day. The Company is a very strong one, and must not be confounded with the one which recently passed through the Colony. This company is composed of English actors and actresses who have done good work on the Home stage, and have by their excellent performances on their present tour earned high praise in every place that they have appeared. So that the public of Hongkong may judge their capabilities Mr. Bandmann has taken the pains of producing to-night 'The Country Girl', to enable the audience to compare the production with the performance by the recent troupe. The praiseworthy criticisms which have been shown us lead us to expect a first-class representation of the piece, and we feel justified in saying that the public will not be disappointed by attending. Hongkong is to have what it has seldom enjoyed before—fresh opera every evening—and it will be seen by the advertisement that the company possess a splendid repertoire, containing as it does all the latest London successes. It is so seldom that we get a really first-class company here that encouragement should be given this combination if they show by to-night's entertainment that they are worthy of it. By patronising the best companies we can be assured of their return in the good seasons, and consistent support to those deserving of it will soon crush out the indifferent companies we have to put up with in lieu of better. The "Country Girl" is a beautiful opera, and is so well known that it needs no comment.

The Land of London journalists who visited the Highlands recently on the invitation of the Highland Railway Company seem to have gone home in ecstasies over their trip. Says The Times man—'Nobody can conceive of a more delightful country in which to spend a holiday. The air is invigorating, the country is superb, and the people most hospitable and genuine.' The Standard is even more effusive—'The Highlands are unsurpassable—unless it be by the Highlanders themselves—and the only thing that is certain and surges up irresistibly in the dazed condition of my senses as the result of truly regal Highland hospitality is that I shall regret the "Twice again." The wife of the Daily News writer says—'She will never be able to settle in London with a good heart.' The Sporting Times representative declares that 'the officials of the Highland Railway are the crystallised essence of courtesy, and the chief engineer is an ideal humorist; while the Black and White man drops into exclamatory poetry—'

What a country!
What a people!
What hospitality!

And
What weather!

The most delightful five days since my honeymoon, is how this same correspondent sums up his happy time. (We wonder when the directors of the Kowloon-Canton Railway will follow suit, giving the jaded Hongkong journalists a change? Let us hope it will be soon.)

On the same subject 'Not a Pharisee' wishes to say a word. He goes on in the course of a letter: 'Does it strike you that the Christian mind from which the complaints (those of "Pater") emanated savours of the Exeter Hall cant which has done so much to increase the disease amongst our soldiers and sailors, and the dirt "Pater" slings at the people who endow or build churches, etc., is not consistent with that Christ-like spirit which he would make the public believe he is inspired with? Can we not exclaim with him, "How pious does the Devil seem." Your correspondent is probably one of those saints who does not hesitate to go and beg for subscriptions for a good cause from those who may indirectly have had an interest in the property he alludes to. The Government are armed with all sufficient powers to prevent any nuisance of whatever kind. If they want further powers let them get it by legislation—after full public discussion—but they are possibly aware that there is a limit in any part of the world to suppress what is regarded as a necessary evil. We are given to understand that the Government have done their duty so far as this matter is concerned, and so we propose to cease referring to it until a lapse to the old order of things warrants it.

The question of marriage is one upon which opinions differ. One wonders—since it has, according to some, no advantages—why it was ever invented. Here is an extract from 'A Vagrant Englishwoman,' by Catherine Dodd, on the subject:—'Don't you think all women ought to marry?' 'I don't think all women ought to be in love.' 'But for how long?' 'Oh, always, of course. You see being in love is an education for a woman, and one's education is never finished, not in this world, I mean.' 'Yes,' said Professor Priscilla, 'it does teach her some things.' 'Which nothing else can teach her,' went on the Englishwoman. 'Beside, it gives her a kind of gracious understanding which endures for the rest of her life.' 'But,' protested Professor Priscilla, hesitatingly, 'you would surely have your women marry sometime?' 'In my ideal world,' pronounced the Englishwoman, 'no woman should ever marry.'

'Oh, why?' said Priscilla, pained and interested.

'Because marriage causes her to deteriorate, as much as being in love improves her.'

'Surely—' began Professor Priscilla.

'It does,' persisted the Englishwoman.

'Marriage either paralyses her intellect, or spoils her temper, or stops her development, or makes her selfish, or worldly, or vain—at any rate it emphasises any folly or weakness she may possess.'

in their second innings and looked likely to make a good fight of it. Had the weather been fine they may have held their wickets up for the day and made a drawn game of it, but probabilities were against them. The rain that fell on the following morning, delaying the start, effectually dashed Australia's hope to the ground. On a good fast wicket they might have been able to provide a game contest—on a wicket sodden with rain they could hardly have hoped to successfully face the bowling. And so it turned out. Brearely, who, as anticipated, bowled well in the first innings, was again on the warpath and captured four wickets for fifty-four runs. In both innings he took four wickets, finishing up with an average of 15.75. Rhodes (3 for 36) was also deadly, but first failed to take a wicket in either innings. Jackson met with the same result, but Arnold captured four at a cost of 22 runs each. Of the Australian bowlers McLeod (5 for 125) is the only one worth mentioning. Cotter has been a failure to Australia; it was his bowling that decided his inclusion in the team, and he has failed lamentably. On the whole England is to be congratulated on her successes, but it is sincerely to be hoped that the final test match—even though the result cannot effect the 'ashes'—will be favoured with fine weather and that Australia will share with England in whatever luck is dispensed.

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THE CAREERING CAR.

'Punch' puts it: 'The constant strain of driving motor cars is said to be responsible for a form of nervous breakdown which shows a decided tendency to increase. One certainly comes across a number of cars afflicted in this way.' But, on the other hand, what about the nervous breakdown caused by innocent pedestrians by the constant strain of dodging driven motor cars? On this point—though, as yet, Hongkong is not seriously afflicted—it is not to be regretted that Mr. Scores has obtained, by a heavy majority, leave to bring in a Bill to increase the penalties for motorists convicted of offences under the Motor Cars Act. The motor craze is proving in England to be an unmitigated nuisance. To the mind of seven evil things—dust, smoke, noise, speed, stink, shock, and danger. Of course the motor car has come to stay, but these seven evil spirits must be exorcised first. Why should a motorist carry a horn? He is not likely to run over people behind him, and with his powerful and controllable vehicle it is his duty to keep clear of people ahead of him, not to screech at them, and make them jump. The cloud of dust in which he travels does not inconvenience him, yet it makes a grave nuisance for hundreds of yards behind him. The smell may be a trivial annoyance, but no individual has the right to continually emit offensive odours on the high-way under the plea, that, though disagreeable, they are not necessarily deleterious. If it be true that the offences are committed by only a small proportion of motorists, the reasonable majority should be glad to see that minority suppressed, and five pound fines will not do it. There are a certain number of faddists ever seeking to invent new offences, by devising punishments for selling sweets on Sunday, supplying tobacco to boys, or disfiguring scenery with advertisements, but the motor grievance is not a fad of this kind. Some legislation is certainly necessary at Home to shake down the motor users into their proper place, to abolish the road hog and the inconsiderate meek who raises futile complaints at being debarraded from the parks where the reasonable man goes for a little peace. The bill will not pass in the far end of the session, but the introduction of it heralds an improvement in the law next year.

AUSTRALIA'S DEFEAT.

The fourth test match which has just concluded at Manchester has settled the question of supremacy between the teams of England and Australia for at least one season. England has maintained the successes gained during the conceded that she has been favoured with luck. We do not mean to say that had the luck been evenly distributed Australia would have won—nor do we think that would have been the case, for the Australians have shown themselves to be sadly deficient in bowling, while their batting—the department on which they relied—has been of rather a weak nature. Still, great interest would have been aroused had the Goddess of Fortune smiled on the Colonials, instead of resolutely turning her head from them on each occasion. Misfortune has dogged Australia's footsteps, and that misfortune has brought about a feeling of 'general regret' (vide our special telegram) in England. The match just concluded was the 75th played between the two countries. England is in the lead, having won 33, while Australia is only five games behind, the remaining 14 matches having been abandoned. Since the commencement of the 1905 season Australia has only won two test matches against England's five, so that the promise of the 1901-2 seasons (when Australia won six to England's two) has not been fulfilled. Then it was anticipated that the Australians would soon equal England's total in the aggregate, but subsequent matches have proven the fallacy of that anticipation. In the early part of 1898 Australia gained possession of the 'ashes', which she retained until last year, when Mr P. F. Warner's Eleven so decisively defeated the Colonials and carried home the coveted trophy. England has since successfully defended her position and Australia's hope of regaining the supremacy—in the near future—is slight indeed, unless new bowlers are brought to the front. This year the English bowling has been very deadly, and now men—in Warren and Brearely—have proved specially disastrous to the visitors. There can be no doubt also that England is superior in batting. Jackson, on his performances, stands out as the best bat of the year, and he is closely followed by Hayward. The Australian crickers—Trumper and Hill—failed to sustain their reputation; Noble and Duff likewise. The only Australian to make an impression against the bowling of England was Armstrong, but in the recent test match he only scored 38, for twice out. Darling (with 73 in the first innings) gave promise of rising to the occasion, but in the second innings he did nothing. When play ceased on Tuesday Australia had one wicket down for 118

THE CHINA MAIL.

HONGKONG, THURSDAY, JULY 27, 1905.

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A correspondent writes:—

Every one who is jealous for the honour of our men, and our ideals, must be grateful to you for bringing to the notice of the Government and to the public generally the deplorable state of things in Praya East. But after all, it seems to me, you have only touched the fringe of the subject. The disgrace of Ship Street, both North and South, is, I should venture to affirm, far in excess of that which you so justly condemned. Surely the time is come, when this crowd of unfortunates, most of whom are slaves, should be removed to some other spot where they are less exposed to the notice of respectable people and less in evidence to the youth of the Colony. It is a difficult matter to state plainly the facts, and at the same time not use language which shall shock your readers, but surely everyone who is familiar with the pandemonium that is sometimes seen in Queen's Road, whether the rich and poor and take all sorts and con-

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BIRTH.

At Batavia, the wife of H. M. March, of a Son.

MARRIAGE.

At the Presbyterian Church, Singapore, on July 8, by the Rev. J. A. B. Cook (uncle of the bride) and the Rev. S. S. Walker, James Turner, of Tientsin, second son of E. W. Turner of Miles Park, London, to Ethel, youngest daughter of Capt. and Mrs G. B. Cook, of South Shields.

DEATHS.

On 21st July, at Pakhlong, Surrey, H. W. Davis, formerly partner in Messrs Linford & Davis. By telegram.

On the 27th instant, at No. 131, Wanchai Road, SWYENNA (AMV), the dearly beloved wife of Henry Dicks—Superintendent of the Money Order Office, Hongkong. Funeral will pass the Monument to-morrow at 8.15 a.m.

MEMOS. FOR TO-MORROW.

11 a.m.—Auction of Household Furniture, &c., at Messrs Hughes & Hough's Sales Rooms.

Amusements.

9 p.m.—Performance at City Hall.

Miscellaneous.

Goods for Consignment undelivered after this date subject to rent.

General Memoranda.

Monday, July 31.—

Goods per Sydney undelivered after this date at Noon will be subject to rent and landing charges.

Tuesday, August 1.—

9 a.m.—Meeting of Zetland Lodge. Transfer Books of The Hongkong, Canton & Macao Steamboat Co., Ltd., closed from this date to 15th August inclusive.

Goods per Rented undelivered after this date subject to rent.

Wednesday, August 2.—

Goods per Malta not cleared at 4 p.m. on this date subject to rent.

Tuesday, August 16.—

Noon—Meeting of Hongkong, Canton & Macao Steamboat Co., Ltd., at the Company's Offices.

The China Mail.

HONGKONG, THURSDAY, JULY 27, 1905.

AUSTRALIA'S DEFEAT.

The fourth test match which has just concluded at Manchester has settled the question of supremacy between the teams of England and Australia for at least one season. England has maintained the successes gained during the conceded that she has been favoured with luck. We do not mean to say that had the luck been evenly distributed Australia would have won—nor do we think that would have been the case, for the Australians have shown themselves to be sadly deficient in bowling, while their batting—the department on which they relied—has been of rather a weak nature. Still, great interest would have been aroused had the Goddess of Fortune smiled on the Colonials, instead of resolutely turning her head from them on each occasion. Misfortune has dogged Australia's footsteps, and that misfortune has brought about a feeling of 'general regret' (vide our special telegram) in England. The match just concluded was the 75th played between the two countries. England is in the lead, having won 33, while Australia is only five games behind, the remaining 14 matches having been abandoned. Since the commencement of the 1905 season Australia has only won two test matches against England's five, so that the promise of the 1901-2 seasons (when Australia won six to England's two) has not been fulfilled. Then it was anticipated that the Australians would soon equal England's total in the aggregate, but subsequent matches have proven the fallacy of that anticipation. In the early part of 1898 Australia gained possession of the 'ashes', which she retained until last year, when Mr P. F. Warner's Eleven so decisively defeated the Colonials and carried home the coveted trophy. England has since successfully defended her position and Australia's hope of regaining the supremacy—in the near future—is slight indeed, unless new bowlers are brought to the front. This year the English bowling has been very deadly, and now men—in Warren and Brearely—have proved specially disastrous to the visitors. There can be no doubt also that England is superior in batting. Jackson, on his performances, stands out as the best bat of the year, and he is closely followed by Hayward. The Australian crickers—Trumper and Hill—failed to sustain their reputation; Noble and Duff likewise. The only Australian to make an impression against the bowling of England was Armstrong, but in the recent test match he only scored 38, for twice out. Darling (with 73 in the first innings) gave promise of rising to the occasion, but in the second innings he did nothing. When play ceased on Tuesday Australia had one wicket down for 118

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BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY RUSSIA, via HONGKONG.]
[Received on July 26, at 6 p.m.]

OBSTRUCTIONIST TACTICS.

BLOCKING BUSINESS IN THE HOUSE.

Unemployed Bill Abandoned.

LONDON, July 27.
In accordance with the threats made by Mr. Redmond when the defeated Balfour Government declined to resign, the Opposition has commenced to obstruct business at every turn. In consequence the Unemployed Bill has been abandoned.

THE TSAR'S VISIT TO THE KAISER.

LONDON, July 25.
The Tsar has returned to Petrohof.

HOME POLITICS.

Unionists and Balfour.

The Unionist organs approve of Mr. Balfour's decision to remain in office, deeming it right that his personal feelings should give way before national considerations.

THE PEACE CONFERENCE.

M. Komura has arrived in New York; he was welcomed by the Japanese colony with cheers and a band playing the Japanese national air.

Theories for the Meeting.

There are endless theories as to the motive of the Imperial meeting, ranging from the natural desire of Sovereigns to discuss political problems confronting Europe, to a design of the Kaiser to combine Germany, Russia and France against Japan, in view of the peace negotiations.

WATER POLO.

The First Round.

The following is the draw for the first round in the Hongkong Water Polo Competition:
Friday: 'B' team v. R. H. Yeoh Club.
Saturday: 'A' team v. 83rd Co., R.G.A.
Monday: 'C' team v. 87th Co., R.G.A.
The games will commence at 5:30 p.m. and non-members will be charged 50 cents admission to the V. R. C. enclosure, Kowloon.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before His Lordship Sir Francis Pigott, Chief Justice, and His Honour Mr. A. G. Wigg, Puisne Judge.)

THE NAM LOONG CASE.

The Nam Loong firm appellants v. Lam Tung, respondent.

In this case the Nam Loong firm appealed against a judgment given on July 4 by the Chief Justice whereby it was ruled that Lam Tung was entitled to the sum of \$2,000 in costs.

Mr. H. N. Ferrers (instructed by Mr. J. Hays, of Messrs. Johnson, Stokes and Master) appeared for the appellants, while Mr. H. E. Pollock, R.O., (instructed by Mr. F. O. Dixon) appeared for the respondent.

Mr. Pollock raised a preliminary objection. He drew the attention of the Court to the notice of appeal which had been filed, on which no grounds for the appeal were stated. He submitted that such a notice was bad in point of law and that the Court should dismiss the motion. The notice of appeal did not mention whether the appeal was brought on fact or law; there was absolutely no information whatever. Mr. Pollock then referred to a case—Pfeiffer v. the Midland Railway Company—in which the Court held that a notice for new trial even giving the general grounds was bad and dismissed the application. It was within the discretion of the Court to amend the application if they thought fit, but in that case the Court did not see fit. Although in the present case application was not for a new trial Mr. Pollock submitted that the same rules applied and that the same principle should rule.

Mr. Ferrers submitted that the same rules and practices did not apply. He was moving under Section 697 of the Code, which laid down that every appeal should be brought by notice of motion in summary manner and that nothing else was necessary. He quoted Lord Lindley in support of his contention that the same rules and practices did not apply to application for a new trial and application for leave to appeal.

After further argument His Lordship overruled the objection.

Mr. Ferrers then commenced his argument for leave to appeal and to adduce further evidence on the appeal. The case is still proceeding.

Don't Wait Until You Need It.

Do not wait until some of your family is taken with a violent attack of colic or diarrhoea. A bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand, when needed, has saved many a life. Procure it at once. For sale by All Dealers; Watson & Co., Ltd., General Agents.

TROUBLE WITH FIREMEN.

Object to Being Washed.

Six Chinese firemen from the steamer "Loong Sang" were proceeded against, at the Magistracy this morning, for refusing to turn to their work when ordered by the Chief Engineer. The engineer said that at about 1 o'clock yesterday he ordered the defendants to commence work and they refused to go below. One of them said it was because he had been struck by the second engineer.

His Worship:—You know there must be no striking on board.
Witness:—I know that, Your Worship and there has been none. We are very careful to treat the men as well as possible but the trouble is that they do not like the Manila run because they have to be washed and inspected. It is a very difficult run to keep men on as they only make a convenience of it while waiting for other ships.

The defendants gave various reasons for refusing duty one saying that he could not do so because he was sea-sick.
His Worship reminded him that it was rather unusual to get sea-sick in Hongkong harbour and ordered each of the defendants to be imprisoned for three weeks with hard labour.

LEGISLATIVE COUNCIL.

His Excellency Sir Matthew Nathan, Governor of the Colony, presided at a meeting of the Legislative Council which was held this afternoon. There were also present:

His Excellency the Officer Commanding the Troops, Lt.-Col. W. G. B. WESTERN, C.B.

Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary).

Hon. Sir HENRY BECKLEY, Kt., (Attorney General).

Hon. Mr. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. Mr. E. A. IRVING (Registrar General).

Hon. Mr. W. CHATHAM (Director of Public Works).

Hon. Captain BARNES-LAWRENCE (Harbour Master).

Hon. Sir C. P. CHATER, Kt., C.M.G. Hon. Dr. Ho Kai.

Hon. Mr. W. A. YUK.

Hon. Mr. R. G. SHEWAN.

Hon. Mr. C. W. DICKSON.

Hon. Mr. G. M. STEWART.

Mr. A. G. M. FLATCHEE (Acting Clerk of Councils).

NEW MEMBER.

Hon. Mr. E. A. Irving, who is now acting as Registrar General, was sworn in.

SUPPLEMENTARY ESTIMATES.

The Colonial Secretary moved the first reading of a bill entitled an ordinance to authorize the appropriation of a supplementary sum of two hundred and one thousand five hundred and fifty-five Dollars and twenty cents, to defray the charges of the year 1904.

The total was made up as follows: Pensions, \$14,047.01; Treasury, \$2,131.21; Colonial and Forestry Department, \$2,825.95; Land Court, New Territory, \$12,058.29; Ecclesiastical, \$1,300.00; Transport, \$12,997.12; Miscellaneous Services, \$7,729.32; Public Works Recurrent, \$42,061.85; Ordinary Expenditure, \$92,141.81; Public Works Extraordinary, \$109,414.12; Total Supplementary Votes, \$201,655.20.

The Attorney-General seconded and the bill was read a second time.

The Colonial Secretary:—As the whole of this supplementary provision has already been voted from time to time by the Finance Committee it is desirable, if no member objects, to proceed with the second and third readings and consideration in Finance Committee. I therefore propose the suspension of the discussion orders.

The motion was carried.

The Colonial Secretary moved the second reading of the bill.

The Attorney-General seconded and the bill was read a second time.

The bill was then referred to the Finance Committee.

After the Council resumed the entire Council went into Committee on the bill.

The Council resumed and the Colonial Secretary proposed the third reading of the bill.

The Attorney-General seconded and the bill was passed.

The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held, Hon. Mr. F. H. May presiding.

The following minutes were considered and passed:

REPAIRS TO FIRE ENGINE.

A sum of \$2,000 in aid of the Fire Police, Sub-Department—Fire Brigade, Other Charges, for the item Repairs to Engines, Hose, &c.

THE ASSURANCE AWARD.

A sum of \$36,004.34 in aid of the vote Miscellaneous Services—Other Miscellaneous Services, for award to Messrs. Howard and Stephens:—

Award, \$36,729.00; Interest thereon from 1st September, 1903, to 1st August, 1905, at 7%, \$17,294.79; Gross amount, \$53,923.79; Deduct amount paid on 25th August, 1903, \$15,000.00; and Interest thereon up to 1st August, 1905, \$2,019.45; total deduction \$17,019.45; Net Total, \$36,904.34.

Hon. Mr. Shewan:—Have Messrs. Howard and Stephens agreed to accept this as final.

The Colonial Secretary:—Well, I cannot say.

The Attorney-General:—They have no legal claim; if they do not agree to this they will get nothing.

The Colonial Secretary:—I do not think it matters whether they agreed or not. It is not likely they will get any further consideration. I think it is probable that this is the end of this troublesome matter.

LONDON LETTER.

(From Our Correspondent.)

JUNE 30.

Though somewhat overshadowed by recent visits from reigning sovereigns, the coming of T. R. H. Prince and Princess Ariagawa is highly acceptable, and they are being cordially and worthily welcomed. As a sailor prince, in former years the shipmate of our own officers and in later years a distinguished commander in the war of 1894, and above all as representing the most popular alliance into which our kingdom has ever entered, he has been received with more than mere court courtesy. The Prince and Princess are spending a fortnight with us, and the warmth of their welcome will do something not inconsiderable to strengthen the warmth of feeling between the only two empires that claim the title of 'Great'—Dai Nippon and Great Britain.

The flamboyant Butler report is referred to a Statutory Commission and its rhetorical flourishes will be discarded by something like a judicial tribunal. Every year in which this country has been engaged during the last four hundred years has been marked by blundering, waste, and peculation. Army officers are presumed to know bookkeeping, and contractors have a childish trust placed in them. The greatest of Government departments conducts financial matters in a manner which would land a small business house in bankruptcy and cause the authorities to suspend its discharge with the severest remarks. When a case becomes *sub judice*, it is only fair to suspend comment, but whether the Butler report is a crushing indictment or (as the mathematician said of *Paradise Lost*) a mass of assertions without a particle of proof, will be known when the commission issues its report—to our grandchildren.

Russia is the land of contradictions. One day we have the Tsar accepting President Roosevelt's offer of a meeting place for Russian and Japanese plenipotentiaries, and a week later we have the refusal of any termination to the war except on Russia's own terms. Then we have the Tsar's speech to the deputation promising the assembly of the Zemstvos and the concession of constitutional government, and a day later the assurance that the world has misunderstood the speech and that autocracy inevitably remains. Then we have a fearful massacre at Lode and a mutiny, graver than any of which we have historical records, at Odessa. A crushing defeat is meanwhile being ruthlessly pressed home on them in Manchuria. Prophecy would seem to be an easy task, though the army has not yet followed the mutinous example of the navy. Peace must come. It would have cost little a year ago, but the price, enhanced after the fall of Port Arthur, and still more after the battle of Mukden, has become tremendous since the naval disaster in the Tushima Straits, will become gigantic if, as seems probable, the bureaucrats are waiting for a Manchurian Sedan on a Titanic scale.

A little thing often shows a great principle. At the Alhambra music hall, there are on exhibition pictures of the siege and surrender of Port Arthur, photographed by permission of General Nogi. The management offered to give a special performance for the benefit of the Japanese Soldiers' and Sailors' Widows Fund, and the directorate of the Fund declined the offer, unless a similar thing was done for Russian sufferers. Europe has no lesson in chivalry to teach the followers of Bushido.

The Carzon-Kitchener dispute is still acute, but there are signs of a possible compromise. It is a pity that disputes should arise, but a Russian war, the ancient bog of India, is still regarded as a possible contingency, and the responsibility for the use of the Indian army must lie either with the Viceroy or the Commander in Chief. A division of authority would scarcely make for efficiency. It is only a few months since Lord Carron went out for an extended term, and he has already been twice snubbed by Mr. Brodriok, once over the Tibetan operations of Sir Francis Younghusband and again now. If the Home Government places a man in a position of responsibility, it should defer to his opinion as to the methods he adopts. It cannot put the onus of organisation on his shoulders and then interfere with the work. Its duty ceases with the selection of the man for the

post. At the same time, the officer in command of an outpost of the empire owes an Imperial as well as a local duty and must not be hampered in performing either. Here a compromise is needed, and we must trust the cabinet not to allow Mr. Brodriok to prevent one.

There should be a great future before the National League for Physical Education and Improvement. Such is the stress of life to-day that the majority of our children never learn the true art of healthy living, the art of wasting time wisely. They have only the streets as a playground and they have never learned to play. Half the crime and all the vice of the world arises from the inability of human beings to find or enjoy wholesome recreation. In this matter, as the Spanish proverb has it, 'an ounce of mother is worth a ton of priest,' and healthy appetites must be secured in the earliest youth. This is the object of the N.L.P.E.I.

THE SHAIKIWAN MURDER.

Before Mr. F. A. Hazell, at the magistracy, this afternoon, Cheung Fat was placed on his trial for the murder of a sampan girl Shek Kau at Shaikiwan on June 21. Inspector Robertson conducted the case for the police and the accused was unrepresented.

The deceased's mother stated that she had known the accused for some time past. He had visited her house and made an offer to her daughter (the murdered girl). The deceased refused his overtures but the deceased and accused were friendly and she had frequently taken him out in her boat. When the deceased refused the accused's offers he threatened her saying that if she would not be his sweetheart she would die in his hands. On other occasions when he visited the boat accused repeated his threats. After this accused was not allowed to visit the boat and did not have an opportunity of speaking to the deceased. Witness last saw her daughter alive at 9 o'clock on the night of the murder, she then went out with the passenger boat. The deceased was wearing a pair of gold bangles, a gold hair pin, two silver bangles and a pair of silver earrings.

The boat was found next morning on the sea beach at Shaikiwan and was then empty. The boat had been washed and turned upside-down to dry.

Lo Mei Su, a hostess, stated that she was acquainted with both the deceased and accused. On the evening in question she saw the accused and two other men engage the deceased's boat and she took them into the bay.

Evidence had not concluded when the Court adjourned.

THE CHEUNGSHAWAN CASE.

Leave to Appeal Dismissed.

The Cheungshawan Land appeal case, which has figured so often and so long before the Land Court and Supreme Court here has at last concluded. The final case was entered before the Full Court this morning. His Lordship Sir Francis Pigott (Chief Justice) and His Honour Mr. A. G. Wigg (Puisne Judge) being on the Bench.

The appellant—Tung Teu—had made application for leave to appeal which was provisionally granted. Certain conditions being fulfilled the respondent—the Attorney General (instructed by Mr. F. B. L. Bowley)—made an application for the discharge of the leave.

The Attorney General stated that the appellant had been served with a notice of the motion which he was bringing before the Court, and he called evidence in support of his statement.

He continued and said that on April 14 last an order was made granting the appellant provisional leave to appeal to the Privy Council against the decision of the Full Court on March 31, 1905. Such leave was granted subject to certain conditions being fulfilled, one condition being that security to the extent of £300 be lodged with the registrar within three months from the date that provisional leave to appeal was given. The Attorney General read an affidavit by Mr. Bowley setting forth that the money had not been deposited, and stated that the appellant had taken no steps whatever. On that statement of fact, he continued, the respondent was entitled to have the leave to appeal granted to the appellant discharged. Rule 10 distinctly stated that if the deposit was forthcoming then and not otherwise the appeal would be granted.

The Chief Justice:—The order is made as prayed and the petition for leave to appeal is dismissed with costs.

'PRESS' BOAT CONFISCATED.

In giving their decision regarding the confiscation of the German steamer 'Industrie', the Japanese Prize Court at Sasebo, declared, after dealing with the evidence:—'Judging from the facts mentioned, it is only just to conclude that the Russian Government was not a party to the Daily News of Chelof, a neutral paper, and chartered the steamer for the purpose of scouting the movements of the Japanese fleet, under the pretence that the steamer was being used as a newspaper dispatch-boat. The petitioner must have been aware of this fact. The Court is convinced that the steamer in this case was under a commission to scout the movements of the Japanese fleet in the interests of Russia and to communicate the result to the Russian Government. The steamer is therefore, ordered to be confiscated.'

The 'Industrie' was owned by a German resident of Tangkau and registered at Hamburg, Germany. She was engaged in the salvage and towing business under the German flag. On February 3rd, 1905, R. R. McDermid, an American citizen and the proprietor of the Daily News, a paper published at Chelof, chartered the steamer at Shanghai from the petitioner for use as a dispatch-boat, for a term of three months, at the rate of 1.5 shillings Shanghai taels per month; and Adolph Bamler, German subject, joined the steamer as a war correspondent at a monthly salary of \$400.

Recommended by Dealers Everywhere.

MR. M. Links, a storekeeper at Ocaroon, N. S. W., Australia, says: 'I never fail to recommend Chamberlain's Colic, Cholera and Diarrhoea Remedy, because I know it is good.' You make no mistake when you buy this medicine. Dealers all over the country sell it, and you the same. Sold by All Dealers; Watson & Co., Ltd., General Agents.

BY WHARF AND WAVE.

Two Chinese boatmen were fined \$10 each at the Magistracy this morning, for boarding the steamer "Derwent" without permission, and a third was fined \$3 for making his boat fast to the steamer before she came to anchor.

QUEEN'S COLLEGE.

The report of the Head Master of Queen's College for the first half of the present year is published in the current issue of the Yellow Dragon. It states inter alia that on June 30 there were 1278 names on the annual roll, or 57 less than in the first half of the previous year. Combined with the fact that the monthly attendances were better than last year, this is taken as evidence of a further improvement in regularity of attendance.

The total sum of fees for the half-year was \$1506 in excess of the amount collected in the same period last year. Of this, \$839 was due to the extra half-dollar paid per mensem by each boy in the upper school; the balance \$667 being chiefly attributable to the fact that in the last six months, the school year began in the month of February instead of March, so that a month's benefit was derived from a fuller school. The names of 60 boys were removed from the roll, nearly all for irregularity of attendance, and marked Dismissed. Boys not returning after a vacation were marked Left.

SANDOW'S ENTERTAINMENT.

The Wrestling Competition.

At the City Hall last night Sandow gave his last performance in Hongkong this season. This house was a poor one, but the various items on the programme were enthusiastically applauded. Most interest was centred in the wrestling competition and two good contests were fought. The first bout was between J. Wittich and Sandow's French pupil. In weight Sandow's pupil had the advantage but he was not in such good condition as the local man. The bout was well fought, and for some time neither man had the advantage. At last Wittich scored what looked very much like a fall, but the referee disallowed it owing to the men being partially off the mat at the time. They therefore engaged again and this time Wittich made no mistake about it, throwing his man fairly and squarely on the mat. The result was greeted with considerable applause, and Wittich won the gold medal.

J. Lockard was the next local man to enter the arena and he was pitted against India's representative. The bout was short and decisive. Lockard was thrown by the Indian in less than a minute—considerably less. The Indian's work was clean and neat.

J. A. S. Alves then wrestled with America's representative. Alves was the more solidly built of the two but the American was the more agile. The bout opened in a lively manner, but before five minutes had passed Alves was beaten and retired.

The final bout, between Frith, R.E., and Mackenzie (Scotland) was fought forward with interest as the two men had wrestled for ten minutes on the previous night without a decision being arrived at. Last night however, Mackenzie showed that he was set upon defeating Frith and after an interesting struggle he triumphed. Frith was down and slumped but purely placed him on his back, thus retrieving his previous night's work.

On the whole the entertainment was an enjoyable one.

More Every Year.—More people take Stearns' Vase of Cod Liver Oil every year than ever before. That's because it builds up their health, and they tell their friends about it.

Cautions! PERSONS when travelling should exercise care in the use of drinking water. As a safeguard it is urged that every traveller secure a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy before leaving home, to be carried in the hand baggage. This may prevent distressing sickness and annoying delay. For sale by All Dealers; Watson & Co., Ltd., General Agents.

TO LET. TWO SEMI-DETACHED VILLAS in GARDEN ROAD, KOWLOON, near the Ferry, with fine Bright and Airy Rooms. Gas and Electric Light laid on. Commanding fine View of the Harbour. Rents very moderate.

Apply to H. RUTTONJEE, 5, D'Aguilar Street, Hongkong, 33 & 35, Elgin Road, Kowloon, Hongkong, July 26, 1905. 1425

FRENCH TAUGHT and TRANSLATIONS done by a FRENCHMAN. Apply Care of 'CHINA MAIL' Office. Hongkong, July 24, 1905. 1413

THE WINE GROWERS SUPPLY CO. DIRECT IMPORTERS OF WINE, BEER and SPIRITS from well-known Growers, Breweries and Distillers. PRIOR LIST ON APPLICATION. BARKETTO & CO., Agents, No. 22 & 24, BANK B. BUILDING, Queen's Road. 1601

To-day's Advertisements

The Only Safe Gauge is the KLINGER REFLEX WATER GAUGE.

No Boiler should be without it.

As supplied to the British and Foreign NAVIES and LEADING STEAMSHIP COMPANIES all over the World.

For Particulars, apply to LANE, CRAWFORD & CO., or Mr. D. MACDONALD, Hongkong.

Or to RICHARD KLINGER & Co., 60, Fenchurch Street, London, E.C. Hongkong, January 7, 1904. 20-4

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & CO., CHALLENGER, BROADWOOD, ALLISON, CHALLENGER and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY. LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1276

THEATRE CITY ROYAL. Under the distinguished patronage of H.E. Sir Matthew Nathan, K.C.M.G.

THE BANDMANN OPERA CO. GRAND OPENING NIGHT TONIGHT 'A COUNTRY GIRL' PLAN at the ROBINSON COMPANY. Doors (Open 8.30) p.m. Commence at 9 p.m. Hongkong, July 27, 1905. 1432

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TOMORROW (FRIDAY), the 28th July, 1905, at 11 a.m., at their SALES ROOMS, No. 6, DES VIGES ROAD, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Also A LARGE ASSORTMENT OF ENAMELLED WARE GOODS, 2 BICYCLES and 2 SEWING MACHINES, And About 900 PANAMA HATS in Three Different Qualities. Terms:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, July 27, 1905. 1430

NOTICE OF REMOVAL. THE OFFICES of THE CANADIAN PACIFIC RAILWAY COMPANY have this day been REMOVED from No. 9, Pedder's Street to HOTEL MANSIONS, Corner of PEDDER'S STREET and the PRAYER, opposite Blake's Pier. D. E. BROWN, General Agents. Hongkong, July 27, 1905. 1431

NOTICE. THE Undersigned Resigned from the Equitable Life Assurance Society of the U.S.A. on the 18th inst., and is now acting as AGENT for the OCEAN MUTUAL LIFE INSURANCE COMPANY, LTD. MONTROSE K. NEWMAN. Hongkong, July 27, 1905. 1433

WILL CLOSE EVERY NIGHT at 8 p.m. ENTRANCE TO DINING ROOMS No. 1, WYNHAM STREET. OPEN TILL 11 p.m. H. WEISMANN, Manager. Hongkong, May 5, 1905. 1434

THE BURLINGTON. (Opposite the Hongkong Hotel) 2, PEDDER'S STREET. TO MAKE ROOM FOR AUTUMN GOODS A GREAT CLEARANCE SALE FOR CASH WILL BE HELD FROM THE 1st to 15th AUGUST NEXT OUR GOODS WILL BE OFFERED AT SUCH LOW PRICES AS TO DEFEAT COMPETITION. TELEPHONE No. 536. Hongkong, July 26, 1905. 555

ROBINSON PIANO COMPANY, LTD. MANUFACTURERS OF HIGH-CLASS PIANOS. BEG TO ANNOUNCE THAT THEY HAVE A SPECIAL PLANT FOR THOROUGHLY OVERHAULING, RENOVATING, REPAIRING, REFINISHING AND REBUILDING MUSICAL INSTRUMENTS OF EVERY DESCRIPTION. ESTIMATES FREE. THE FACTORY AT WAN CHAI is now replete with the most 'UP TO DATE' Machinery and the Finest Materials it is possible to obtain. NOW IS THE BEST TIME TO HAVE YOUR REPAIRS EXECUTED. BEFORE THE BUSY SEASON COMMENCES. WEISMANN, LTD. TELEPHONE No. 407. Patrons of CAFE WEISMANN will please notice that our REFRESHMENT ROOMS AT 34, QUEEN'S ROAD CENTRAL WILL CLOSE EVERY NIGHT at 8 p.m. ENTRANCE TO DINING ROOMS No. 1, WYNHAM STREET. OPEN TILL 11 p.m. H. WEISMANN, Manager. Hongkong, May 5, 1905. 1434

THE BURLINGTON. (Opposite the Hongkong Hotel) 2, PEDDER'S STREET. TO MAKE ROOM FOR AUTUMN GOODS A GREAT CLEARANCE SALE FOR CASH WILL BE HELD FROM THE 1st to 15th AUGUST NEXT OUR GOODS WILL BE OFFERED AT SUCH LOW PRICES AS TO DEFEAT COMPETITION. TELEPHONE No. 536. Hongkong, July 26, 1905. 555

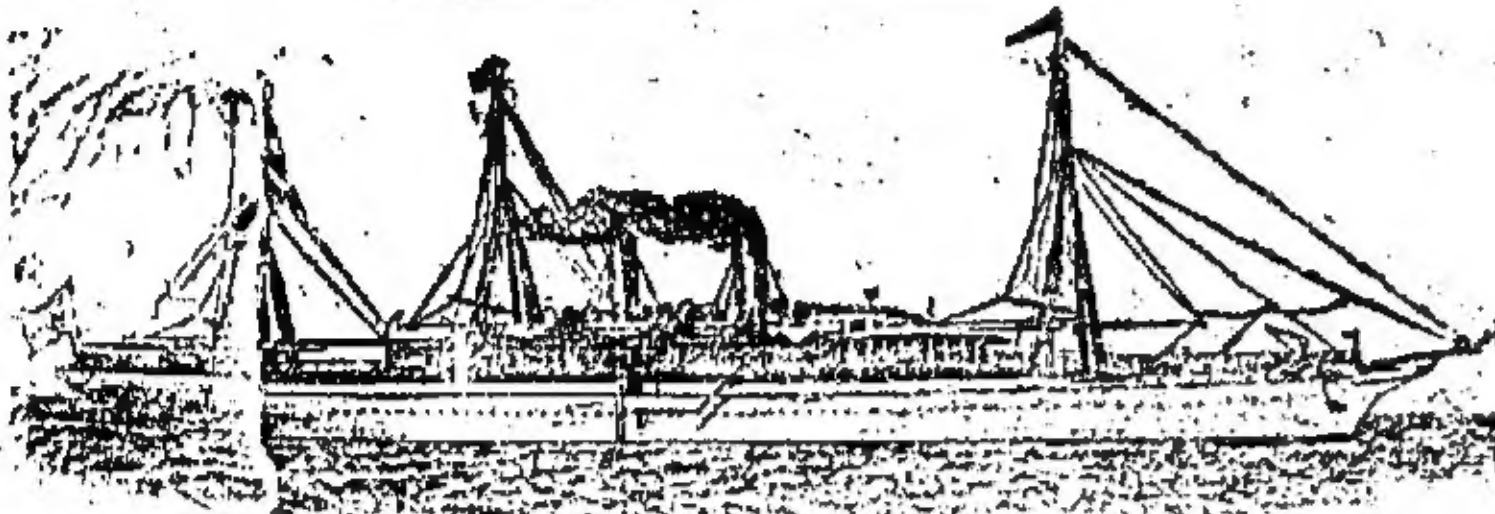
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

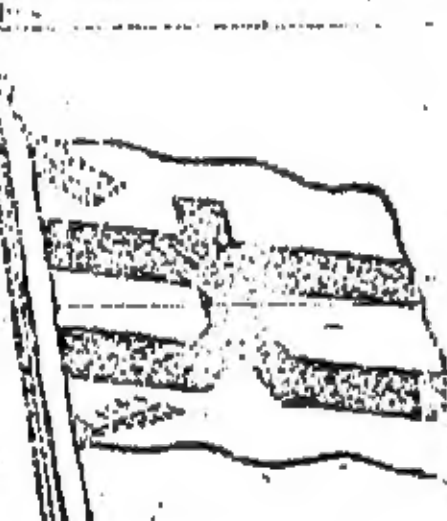
THROU	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	CHUSAN H. W. KENNEDY, R.N.R.	29th July	See Special Advertisement
LONDON & ANTWERP, Via Suez, Pango, Cebu and Port Said.	FORMOSA B. W. H. SNOW	About 4th August	Freight and Passage.
YOKOHAMA, Via SHANGHAI, MOJI AND KORE (Passing through the INLAND SEA).	CANDIA H. K. KITCHEN, R.N.R.	About 5th August	Freight and Passage.

For further Particulars, apply to L. S. LEWIS Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 22, 1905.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.
Sailing 3 to 7 Days across the Pacific.R.M.S. Empress of China, Com. R. Archibald, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.
ATHENIAN, Com. S. Robinson, R.N.R. 3552 Tons WEDNESDAY, Aug. 9.
EMPRESS OF INDIA, Com. E. Burton, R.N.R. 6000 Tons WEDNESDAY, Aug. 23.
TARTAR, Com. W. Davidson, R.N.R. 4125 Tons WEDNESDAY, Sept. 13.
EMPRESS OF JAPAN, Com. H. Pryor, R.N.R. 6000 Tons WEDNESDAY, Sept. 20.Hongkong to London, 1st Class, via St. Lawrence £60, via New York £62.
Intermediate on Steamers, " £40, " £42.THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.U.S.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
Hongkong, July 12, 1905.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KORE & YOKOHAMA; FOR: PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
ARABIA	4483	MEYERSTEIN	Aug. 12, 1905.
ARAGONIA	5108	SCHULTZ	Sept. 1, 1905.
NICOMEDIA	4370	WAGFMAN	Sept. 26, 1905.
NUMANTIA	4370	FRUTMANN	Oct. 14, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian,
and United States Ports. For through rates of Freight and further information,
communicate with or apply toPORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, July 24, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
* DAIJIN MARU, Capt. Ohta,	TAMSUI, Via SWATOW AND AMOY,	SUNDAY, 30th July, 8 a.m.
* THE CHARTERED S.S.	FOR	LEAVING
* OLARA JENSEN, Capt. BENDIKSEN, PROTEUS, Capt. KRABBS, PROMISE, Capt. THORSTENSEN, * FRITHJOF, Capt. HJALDSEN,	SHANGHAI, Via SWATOW, AMOY AND FOCHOW, TAMSUI, Via SWATOW AND AMOY, ANPING, Via SWATOW AND AMOY, SHANGHAI, Via SWATOW, AMOY AND FOCHOW,	SATURDAY, 29th July, 10 a.m., SUNDAY, 30th July, 8 a.m.

* This Steamer has Superior Accommodation for First-class Passengers, and is
fitted throughout with Electric Light.* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 26, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KORE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	9606	T. W. Garlick	About Aug. 8.
HYADES	3763	Geo. Wright	About Aug. 18.
LYRA	4417	G. V. Williams	About Sept. 15.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.The Twin-screw S.S. Steamer and Tremont are fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA
For further information, Apply toDodwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, July 22, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.	STEAMERS	DATE
GLASGOW AND LIVERPOOL	ANTENOR	2nd August.
GLASGOW AND LIVERPOOL	MACRAON	4th August.
GLASGOW AND LIVERPOOL	ONETTES	9th August.
GLASGOW AND LIVERPOOL	ULSES	9th August.
GLASGOW AND LIVERPOOL	OPACK	9th August.
GLASGOW AND LIVERPOOL	PELUS	16th August.
GLASGOW AND LIVERPOOL	ALICE	16th August.
GLASGOW AND LIVERPOOL	AMENON	3rd August.
GLASGOW AND LIVERPOOL	JASON	31st August.
GLASGOW AND LIVERPOOL	TEENAI	6th September.

HOMWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	ASAX	7th August.
LO'DON, AMSTERDAM & ANTWERP	DOMERUS	15th August.
* GENOA, HAMBURG & LIVERPOOL	SESTOR	29th August.
LONDON, AMSTERDAM & ANTWERP	ACHILLE	29th August.
* GENOA, MARSEILLES & LIVERPOOL	YANETZE	29th September.
LONDON, AMSTERDAM & ANTWERP	ANTENOR	6th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONNECTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and MACAO		7th August.
ALL PACIFIC COAST PORTS, via		
NAGASAKI, KORE & YOKOHAMA	JASON	3rd September.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	NINCHOW	17th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 27, 1905.

CHINA NAVIGATION CO., LD.

FOR SWATOW, WEIHAIWEI, CHEFOO

KANGSU, TIENSIN, NINGPO AND SHANGHAI

MANILA, CEBU & ILOILO

MANILA, ZAMBOANGA, PT. DARWIN,
THURSDAY ISLAND, COPTOWN,
CAIRNS, TOWNSVILLE, BRISBANE,
SYDNEY & MELBOURNE* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, July 25, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewards carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	A. H. Nottley	Manila	July 29, at Noon.
ZAFIRO	2540	R. Rodger	Manila	Aug. 5, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, July 24, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.(With Liberty to Call at the
MALABAR COAST).

S.S. INDEWADI About 10th August.

S.S. SIERRA BLANCA About 20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 25, 1905.

FOR NEW YORK,
Via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

THE Steamship KENNEBEC
will be despatched on or about FRIDAY,
the 29th July.For Freight, etc., Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4 Des Voeux Road Central.

Hongkong, July 22, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
Via PORTS AND SUEZ CANAL.With Liberty to Call at Malabar Coast.
Proposed SAILINGS FROM HONGKONG:

STEAMERS TO SAIL 1905.

ST HUGO About Aug. 12.

SHIMOSA To follow.

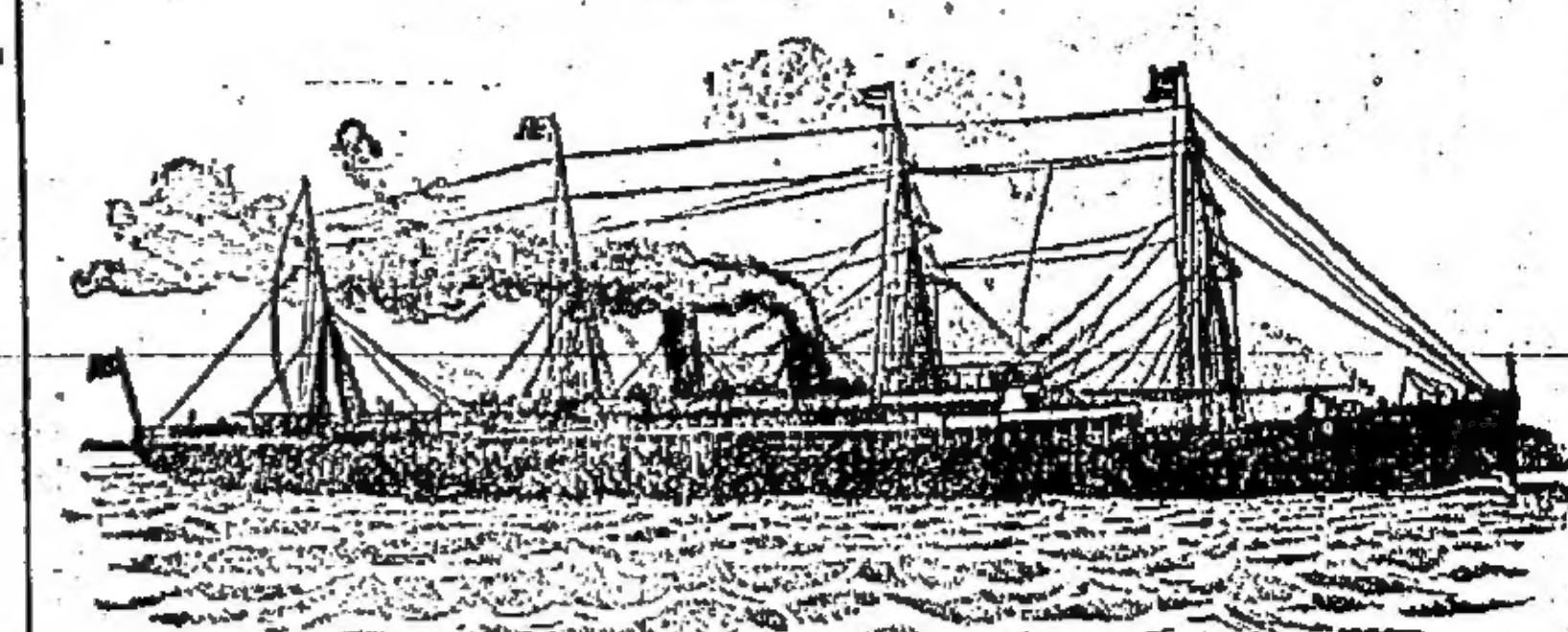
For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, July 19, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYIO KISEN KAISHA.
U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.Only line taking the warm Southern Route across the PACIFIC, via HONOLULU
ON OAHU, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

CHINA	GROSS TONS	FRIDAY	28th July, at Noon.
DORIC	4,784	FRIDAY	11th Aug. at Noon.
MANOHURIA	13,639	FRIDAY	18th Aug. at Noon.
KORRA	11,276	FRIDAY	1st Sept. at Noon.
COTTIC	4,752	TUESDAY	12th Sept. at Noon.
SIBERIA	11,284	TUESDAY	26th Sept. at Noon.
MONGOLIA	13,639	FRIDAY	6th Oct. at Noon.

Record Trip Yokohama to San Francisco made by S.S. KOREA, 11,276 tons, Oct.
18th-23rd, 1902; 10 days, 15 hours.THE P. M. Steamship CHINA will be despatched for SAN FRANCISCO, via
AMOY, SHANGHAI, NAGASAKI, KORE, (INLAND SEA) YOKOHAMA,
and HONOLULU on FRIDAY, the 28th July, at Noon, taking Freight for
the United States, and Europe. Passengers are allowed to break their journey at any
point en route.SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

Hongkong, July 18, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	LOONGSANG	FRIDAY, July 28, at 4 P.M.
* SHANGHAI	KWONGSANG	FRIDAY, July 28, at 3 P.M.
* SINGAPORE	HOPSAWANG	WEDNESDAY, Aug. 2, at 3 P.M.
* BATAVIA	SAMARANG	WEDNESDAY, Aug. 2, at 3 P.M.
* SANDAKAN	VIA KUDAT MAUSANG	THURSDAY, Aug. 3, at 3 P.M.
* SINGAPORE, PENANG	NAMSANG	TUESDAY, Aug. 8, at Noon.
* AND CALCUTTA		

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.* Taking Cargo on through Bills of Lading to Cebu, Tientsin, Newchwang
and Yangtze Ports.* Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau,
Kudat, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

JAVA-CHINA-JAPAN LIJN

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
BOGOR	JAVA	Second half July	JAPAN, via SHANGHAI	First half August
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN, via SHANGHAI	Second half August
TJILATJAP	JAPAN	Second half August	JAVA PORTS	Second half August

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of second passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

ALEXANDRA BUILDINGS.

TELEPHONE No. 375,
Hongkong, July 13, 1905.

* BEN' LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND
ANTWERP.THE Steamship BENARTY,
Captain SABOT, will be despatched as
above on or about WEDNESDAY, the
2nd August.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, July 20, 1905.

1386

MESSAGERIES

MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR

SANTON, SINGAPORE, &c.

SANTON, SINGAPORE, &c.

SANTON, SINGAPORE, &c.

SANTON, SINGAPORE, &c.

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SANTON, SINGAPORE, &c.

SANTON, SINGAPORE, &c.

SANTON, SINGAPORE, &c.

Shipping.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEK, EGYPT, MEDITER-
RANIAN PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.THE Steamship CHUSAN, Captain
H. W. KENNEDY, R.N.R., carrying the
Majesty's Mail, will be despatched from
this for BOMBAY, on SATURDAY, the
29th July, at Noon, taking Passengers
and Cargo for the above Ports in con-
nection with the Company's S.S. China,
7,912 tons, from Colombo, Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.Silk and Valuable all Cargoes for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Persia, due in London on the 10th
September.Cargoes will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, July 15, 1905.

1393

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship CATHERINE APOK,
Captain A. SEWART, will be despatched
for the above Ports on SATURDAY, the
29th Inst., at 3 p.m.

For Freight or Passage, apply to

D. SASSON & Co., Ltd.,
Agents.

Hongkong, July 26, 1905.

1422

BRITISH INDIA STEAM NAVA-
TION COMPANY, LIMITED.FOR AMOY, STRAITS AND
RANGOON.THE Company's Steamship
ZALDACaptain C. WILLIS, will be despatched as
above on TUESDAY, the 1st August, at
Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 24, 1905.

1419

EASTERN & AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SY

